

25X1A

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TO: CINCLANT

INFO: CINC NORAD, [] ATTN []

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1. In view current Cuban situation it appears probable that temp of NIMBUS operations will materially increase. Cuban air defense position has improved to the point where the possibility of shoot down or damage to aircraft must be *seriously* considered.

2. Highest authority has directed that all necessary precautions be taken to assure that NIMBUS pilot not fall into Cuban hands in event that he lands or parachutes into waters adjacent to Cuba. Arrangements have been made whereby MATS will provide two or more airborne SA-16 ASR aircraft on designated orbits during portions of NIMBUS operations. It is ~~for~~ required that fighter aircraft be available to provide cover for downed pilot, for ASR aircraft during orbit if required, and during rescue operations.

3. Consider that under ordinary circumstances fighter aircraft could be in strip alert at NAS Key West and NAS Guantanamo, although you may feel that for overflights of areas remote from either base airborne patrols may be required. Alert should continue throughout period NIMBUS aircraft is overflying Cuban territory. Present planning envisages that

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duration of overflight will be no more than one and one half (1.5) hours. In event alert aircraft are launched additional aircraft should be available for standby alert. From consideration of parachute descent time and positioning of ASR aircraft estimate maximum time from initiation to completion of rescue will be not more than two (2) hours.

4. Following information will be provided you directly by

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- a. Emergency procedure to be employed by NIMBUS pilot.
- b. Period of vulnerability, tracks, location of ASR aircraft.
- c. Communication frequencies between NIMBUS pilot and ground stations, ASR aircraft frequencies.

5. Rules of engagement contained in JCS 2084/80 apply ~~for present~~.

6. Request you develop an Op Plan to provide for the required fighter protection. Urgency of requirement is such that coverage may be requested on 14 September.